



## To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

The Co.'s Steamship

Agamemnon.

Capt. WILDING, will be

despatched as above to

MORROW, the 10th instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, January 9, 1888. 2541

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY &amp; FOOCHOW.

The Co.'s Steamship

Name.

Capt. GODDARD, will be

despatched for the above

Ports on WEDNESDAY, the 11th Inst., at

Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAK &amp; Co.,

General Managers.

Hongkong, January 9, 1888. 48

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Departure of the

Steamship

Ara,

Commandant VINTON,

for MARSEILLES and PORTS OF CALL, is

POSTPONED to WEDNESDAY, the 11th

Instant, at Noon.

G. DE CHAMPEAUX,

Agent.

Hongkong, January 9, 1888. 49

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship

Larcts.

Capt. SCALÉ, will be

despatched, as above, on

SATURDAY, the 14th instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, January 9, 1888. 46

NOTICE.

THE INTEREST and RESPONSIBILITY of

Mr. ALFRED TIDSWELL DUVAL, in one Firm ceased on the 1st December, 1887.

DEACON &amp; Co.

Canton, 7th January, 1888. 45

NOTICE TO MARINERS.

No. 8 (SPECIAL)

CHINA SEA.

SHANGHAI DISTRICT.

WOOSUNG LIGHTHOUSE.

NOTICE is hereby given that, in conse-

quence of changes that have taken

place in the banks bounding the Channel

across the Woosung Outer Bar, the WOOSUNG LIGHT WILL BE ALTERED on

the 30th January, 1888, to show —

to the north-westward of the Lighthouse

and S. 0° 5' W.

Green between S. 0° 5' W. and S. 5° 20' W.

White between S. 5° 20' W. and S. 70° 50' W.

Red between S. 70° 50' W. and the left

(Western) bank of the Woosung River.

The Bearings are Magnetic and from

seaward.

A. M. BISBEE,

Cost Inspector.

Imperial Maritime Customs,

Coast Inspector's Office,

Shanghai, 4th January, 1888. 52

FOR SALE.

JUST ARRIVED EX MANUEL.

ABOUT 30,000 CUBIC FEET MANILA

HARD WOOD.

Apply to

REMEDIOS &amp; Co.

Hongkong, January 9, 1888. 53

STEAMSHIP YANGTSE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London

and Havre, ex S. S. Munche, and from

Antwerp, ex S. S. Cora Maria and Romani, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless

intimation is received from the Consignees before 2 p.m. To-day (Sunday), the 8th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after MON-

DAY, the 16th January, 1888, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or

before the 18th January, or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, January 9, 1888. 50

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship *Tsingtao*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN Co., Ltd., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 16th instant will be subject to rent.

All Claims must be sent in on or before the 13th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHERSON &amp; Co.,

General Managers.

Hongkong, January 9, 1888. 47

## To-day's Advertisements.

THEATRE ROYAL,

CITY HALL, HONGKONG.

THURSDAY,

the 12th January, 1888.

FIRST PERFORMANCE

OF THE

FRENCH OPERA BOUFFE

COMPANY.

UNDER THE PATRONAGE OF

His Excellency the Governor, Sir G. WIL-

LIAM DES VEAUX, K.C.M.G.,

AND

His Excellency Major-General WILLIAM

GORDON CAMERON, C.B.—

FIRST APPEARANCE OF

MDLLE. SCRIVANA-DESCHEMPS,

Artiste from the Theatre Odéon—Paris.

PRICES OF ADMISSION:

Dress Circle and Stalls . . . . . \$2.00.

Unreserved Seats . . . . . \$1.00.

A Plan of the Theatre is on view at Messrs. HAIN, PIRON &amp; Co.'s, where Seats may be booked.

C. DARON,

Director.

Hongkong, January 9, 1888. 54

NOT Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for

Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:—

Ara, Row, Hawaiian brig, Captain J. Phillips—Wieler &amp; Co.

Mary L. Cushing, American ship, Capt. P. P. Brown—Pustau &amp; Co.

SHIPPING.

ARRIVALS.

January 7, 1888:—

Agamemnon, British ship, 1,622, Wilding,

Liverpool November 19, and Singapore

December 23, General.—BUTTERFIELD &amp;

SWIRE.

January 8:—

Alvina, German steamer, 400, F. Samuel

Pakhoi and Hoihow January 7, General.

W. W. &amp; Co.

Jardine, Matheson &amp; Co.

Narva, British ship, 804, F. D. Goddard,

Fochow January 4, Amoy 6, and Swatow

7, General.—DOUGLAS STEAMSHIP CO.

Ningpo, British steamer, 762, F. Schulz,

Shanghai January 5, General.—SMITH &amp; CO.

Peacock, British steamer, 931, H. W. Ho, Shanghai January 5, General.—

Jardine, Matheson &amp; Co.

Tigris, British steamer, 1,503, A. Croad,

Shanghai January 5, General.—

Prometheus, British steamer, 1,534, J. R. General.—BUTTERFIELD &amp; SWIRE.

Yangtsé, French steamer, 2,371, M. Lormier, Marsilles December 4, via Alu-

xandria, Port Said, Suez, Aden, Colombo,

Singapore and Saigon January 4, Mails and General.—MESSAGERIES MARITIMES.

Camelot, British steamer, 1,049, J. D. S. G. General.—BUTTERFIELD &amp; SWIRE.

Singapore December 29, General.—BUT-

TERIN CHAN.

January 9:—

Taishan, British steamer, 1,505, Davies,

Calcutta December 22, Penang and Singa-

pore 30, General.—JARDINE, MATHESON &amp; CO.

Ave, French steamer, 3,128, Vinton,

Shanghai January 7, Mails and General.—

MESSAGERIES MARITIMES.

Fochow, Chinese steamer, 1,503, A. Croad,

Shanghai January 5, General.—

Prometheus, British steamer, 1,534, J. R. General.—BUTTERFIELD &amp; SWIRE.

To DEPART.

Per Cluny, for Haiphong, 12 Chinese.

Per Alvina, for Hoihow, 20 Chinese.

Per Alvina, for Hoihow, 20 Chinese.

SHARE LIST.—QUOTATIONS.

JANUARY 9, 1888.

## DEPARTURES.

January 8:—

Fochow for Whampoa.

Norway for Cobu.

Lydia, for Singapore and Hamburg.

## THE CHINA MAIL.

The departure of the French mail for Europe has been postponed till Wednesday. As, according to the new arrangement for leaving Japan, very little time is lost in Hongkong, it is probable, we hear, that the present alteration may be permanent.

A coolie of 50 years of age, named Mak Asung, was brought before Mr Sercombe Smith in the Police Court to-day, charged, at the instance of Inspector Quincy, with having on 23rd March 1888 unlawfully escaped from the custody of Lam Ahon, ex-police constable. Prisoner admitted the charge. Inspector Quincy stated that on the date mentioned a report was made of the murder of a blind man, "Inspector Perry" and witness were investigating the case, and in connection therewith witness arrested the prisoner near the Happy Valley. He was handed over to the custody of Constable Lam Ahon, who was on duty at the Race-course, the constable being told to take him to the Central Station. On his way thither prisoner cut his queue and escaped. The case was remanded for a week in order to get the evidence of the ex-constable.

An inspection parade of the Government Fire Brigade was held on the Praya behind the City Hall this afternoon. Superintendent Wedhouse, who was accompanied by Assistant Superintendent Horsfall, and Mr Brewster, Engineer to the Brigade, inspected the accoutrements of the men and also the fire extinguishing machinery and plant. There was but a small turn-out of Europeans, only eight firemen being present; and the Chinese portion of the Brigade was represented by about sixty men. After the inspection some practice took place in uncoupling and attaching reels, placing ladders &c. Steam was then got up (the time taken for this being 10½ minutes) and two hose-pipes were set to work, the water being thrown over the Praya and into the harbour. There was also some "extinctor" practice, one of these machines being discharged. Before dismissing the European firemen Superintendent Wedhouse said that he had not forwarded to the Government the petition handed to him for that purpose by the European firemen, the reason being that he himself had applied to the Government on their behalf, a short time ago. The Government had acknowledged that the remuneration given to the European firemen was small, but they found themselves unable to fix an increase at present as the estimates for 1888 had been closed. The matter, however, would probably be considered later.

The Vicar of Szechuen reports that a tribute envoy from Nau-pau is on his way to Peking.

The Directors of the Shanghai Gas Co. have declared a dividend of 6 per cent. for last half year.

The Directors of the Yangtze Insurance Co., Limited, have declared a dividend of 17½ d., or 27 per cent. per annum, for the half year ended 31st Dec.

The Cheng-ho had the distinction of being the thirty-one thousandth British vessel which has entered at the Shanghai Customs, the being the last vessel to do so in 1887.

Two more steam-launches have just been taken by the movable railway overland from Tungchow to Peking for use in the K'ung-ming Lake of the Summer Palace environment.

In giving an account of the Peking executions, the *Shih Pao* says that the men and women doomed for execution were provided by law, and were allowed to indulge in conviviality throughout the night preceding their execution.

The *Shih Pao* says that a hundred refugees are being shipped from Nanking by steamer to Shanghai, where the police have been instructed to look after them pending their settlement by the native authorities in some suitable locality.

The *Shih Pao* says that news has been received by telegraph of the destruction of a Roman Catholic chapel in the Diping prefecture of Kweichow: eight or nine Christians were killed during the disturbance.

A serious riot occurred at Hukhan the other day and a Church belonging to the Catholic Mission was burnt down. It is said that the trouble originated through the refusal of the people to sanction the building of a new church.—*Pochow Echo*.

The *N. C. Daily News* understands that Messrs. Fraser & Co. have sold an Edison's Incandescent light to the Chinese authorities. The light will be taken to the Yellow River and used so as to enable the works in repairing the breach to be carried on day and night.

The Japan Gazette of the 27th December says:—We learn that the great desideratum of a central time for Japan will be provided from mid-night of the 31st instant. From that date, we believe, the time will be supplied to all Japan from a Central Observatory established at Akashi, near Hiozo.

The Roman Catholic Chapel at Fukien Hien in North Fukien has been pulled down and burnt by an enraged mob, owing to the occupants having raised their walls in defiance of the objections of the *Feudal* prophets. A gunboat had already been sent to the scene, but it was too late. The Magistrate has been removed from his post.

According to the *Jiji Shimpou*, it is stated that the Naval Department of Japan have asked the Cabinet to vote the sum of 50,000,000 yen, for the purpose of increasing the navy, the payment to be distributed over a period of five years, from 1890 to 1895. With this amount the Department, it is said, would build fifteen men-of-war and thirty torpedo boats.

The P. & O. Company have received a telegram from their agents in Egypt, stating that the Egyptian Sanitary Council have decided to grant free pratique to vessels arriving from Malta. The company have, therefore, resumed communication with Malta, and passengers can now book from that place to the East without any fear of quarantine restrictions.

The *Shih Pao* says that the Mixed Court Magistrate Te'si has detected one of his gaolers in the act of extorting money from one of the prisoners, and has insisted on proper punishment, notwithstanding the attempt made by the other gaolers to screen their comrade.

THE AUSTRIAN TRADE MUSEUM.—Professor F. V. Koldewy lectured on "China and the Chinese" in the newly-established Trade Museum at Vienna on the 23rd ult. Professor Lorenz V. Stein, who will be remembered in connection with his articles on Extra-territoriality in Japan, will lecture on the 7th inst. on "Clothing in Japan"; whilst other lectures on trade matters will be given twice or thrice a month.

On the 1st Dec. there was launched from Messrs. Ramage and Riggin's shipbuilding yard, at Leith, a steel twin screw steamer, of 500 tons dead weight capacity, built to the order of the Scottish Oriental Steamship Company (Limited), for their local trade in Siam. The vessel, on leaving the ways, was named the *Chamroen*, by Mrs. Jones, wife of the captain. Her place on the stocks will be taken up by a 300-ton steam yacht for an English nobleman.

COMMERCIAL EDUCATION.—With the object of meeting the present demand for higher commercial education in the Council of King's College have accepted a proposal of the Head Master for the reorganisation of the School, establishing a distinct mercantile division. In this division the subjects now recognised as specially necessary for mercantile life will be systematically taught, and boys will be prepared for the commercial certificates to be granted by the Oxford and Cambridge Schools Examination Board.

SAFLE SKINS FOR THE IMPERIAL FAMILY.—The customary offering of skins destined for the use of the Imperial Family presented by the authorities of the three eastern provinces of Manchuria has arrived at Peking, and been sent up to the inspection of H. M. Steiner, through the Bureau of Imperial Household Affairs. We (*Shih Pao*) understand that the regions which yield these valuable skins have been continually encroached upon by Russia, so that the best skins are now more difficult to obtain.

NUBAR Pasha, the Egyptian statesman whose death is announced by telegram, was born in 1824. Holding various posts previously, in 1850 he became Egyptian Minister to Vienna. In 1859 he was attached to Vice-roy Sait Pasha. In 1877 he was entrusted with the Regulation concerning the piercing of the Suez Canal, and in 1880 (1886) became Minister for Foreign Affairs, representing Egypt at the Financial Congress of Paris in 1887. He has been twice Prime Minister in 1877, and again on the resignation of Charki Pasha in 1884.—*Singapore Free Press*.

FIXED ROUTES TO THE FAR EAST.—At the monthly meeting of the Liverpool Chamber of Commerce it was stated that the Council had notified to all steamship owners who were members of the Chamber that a suggestion had been made through the Board of Trade that fixed routes should be laid down on the charts for outward and homeward bound steamers in Eastern waters in somewhat similar manner to that adopted on the Atlantic, in order to lessen the chances of collision at sea, and that the Council would be glad to furnish any observations they had to make on the subject.

THE OCEAN-YACHT RACE.—The fact that the race for the Douglas Challenge Cup had been fixed for Saturday last did not deter the sun from getting up at the hour of fixed for rising on 7th January in this longitude; and the occupants of the three yachts at anchor at Castle Peak Bay, with something of the same modesty that distinguished the well-known Roorkee in the "Mill on the Floss," were somewhat inclined to the opinion that Sol had risen chiefly with the object of seeing them start to contend once more over that waste of waters than lies between Castle Peak Bay and Macao for the much-coveted Douglas Challenge Cup. The fluttering of wings indicated preparatory movements, and at 7.40 the Nocti, Arie, and Kathleen commenced the race, but with just about enough wind to disturb the light of a moderately robust candle. The White Rock was reached in a short time, both the Kathleen and Nocti having done a little mud-larking on the way. They passed in the following order:—

Nocti, 11.20.

Arie, some little distance astern. After passing the White Rock the wind increased slightly and allowed a good deal of trilling with such outside canvas as ring-tails, spinnakers, balloon topsails, waterfalls &c., and between the Rock and Macao Mark Boat the yachts changed their costume as often as a professional beauty in bay after noon, but unfortunately without admiring unlockers, and not even a penny-a-liner present to describe them in the usual formula of "things of swan-like grace draped in clouds of snow-white canvas, dashing the spray, &c., &c.; or to traverse and locate the metaphor—say like three beauties chosen from the galaxy of fair women whose hearts and heels had so recently and lightly beaten time in musical endings at St. George's Ball.

During the run-down the Nocti improved the occasion, and placed a considerable distance between herself and the other two before reaching the Macao Mark Boat, which she passed at 4.25, followed by the Kathleen at 4.28, and Arie at 7.26. The Nocti carried light and varying winds up to the White Rock, which she passed for the second time at 7.45. About two hours later a dead calm and strong head tide necessitated anchoring for about three hours. With light winds the Macao Mark Boat was reached and passed at 5.14, after which succeeded a slight westerly wind that helped the Nocti, having done a little mud-larking on the way, to be in good disfavour, and should be allowed to be burnt in the place where an infectious disease is known to be in existence.—Yours faithfully,

THE RECENT FIRES AT FOOCHOW.—The *Shanghai Mercury* contains the following telegram about the recent fires at Foochow:—

Foochow, 8.15 a.m., Jan. 5th, 1888.—The China Merchants' Steam Navigation Company premises and Messrs. F. H. Englund & Co.'s places have been totally destroyed by fire. M. Adamsen, Bell & Co.'s premises are partly destroyed. The fire has been subdued. [From what we can gather from other sources, the fire broke out in Messrs. Adamsen, Bell & Co.'s premises. The C. M. S. N. Co.'s premises were insured for \$40,000, and the books of the company are safe.]

Foochow, Jan. 6th, 1888, 8.45 a.m.—Another fire last night. Narrow escape. Hongkong Bank, Phillips, Walkinshaw's Houses, Hongkong Bank, Phillips, Walkinshaw's Houses.

400 burnt.

The same afternoon Mr Phillips received the following telegram:—

Large Chinese property destroyed; your bungalow narrow escape; cock-room burnt.

From this we gather the meaning of our telegram is as follows:—

Another large fire, 400 houses burnt. The Hongkong Bank, Messrs. Phillips, Phipps & Co. and Walkinshaw's premises had a narrow escape.

The *N. C. Daily News* of 6th inst. writes:—Telegrams were received yesterday announcing the occurrence of a fire in Foochow, in the foreign settlement, an unusual event. The premises of which the lower part were occupied by the Chinese Merchants' S. N. Co. as offices, and the upper part by Messrs. F. H. Englund and Co., were completely destroyed, while the offices and tea-rooms next door, occupied by Messrs. Adamsen, Bell & Co., were also destroyed, that firm losing all their books, papers, and tea masters. The loss is believed to be entirely covered by insurance.

The *N. C. Daily News* of 6th inst. writes:—Telegrams were received yesterday announcing the occurrence of a fire in Foochow, in the foreign settlement, an unusual event. The premises of which the lower part were occupied by the Chinese Merchants' S. N. Co. as offices, and the upper part by Messrs. F. H. Englund and Co., were completely destroyed, while the offices and tea-rooms next door, occupied by Messrs. Adamsen, Bell & Co., were also destroyed, that firm losing all their books, papers, and tea masters. The loss is believed to be entirely covered by insurance.

THE MAN AT THE PEAK.

ANOTHER PIRACY CASE.

In the Police Court to-day, before Mr. Wodehouse, three men, named Liu An, Mao Aku, and Lam Afuk, were charged, at the instance of Sergeant Butlin of the Stanley district, with piracy on the high seas. It was alleged that the pirates attacked and captured two junks, one on the 23rd and another on the 30th December last.

Wong Ating, who was the first witness examined, said:—On the 28th December my junk was attacked by ten men in a boat.

They fired several shots at us from rifles and called to us to stop. The men then came on board and drove myself and my crew into cut

length. The sailer's wool, in nearly all

cases, is loaded with sand and dirt to about 25 per cent. weight. This fraudulent admixture is less than usual, but if the traders were honest there would be no addition of any dirt whatever to increase weight. The sailer's wool, too, is all foul, and requires much sifting and cleaning before it can be exported. The trade in sheep's wool might be much larger than it is, as the Mongolian fleeces are especially suitable for carpet making.

The pirates were armed with swords

knives and rifles. When we were put

down in the hold they struck us on the

legs and shoulders with their swords. We

were kept for two days in the hold, during

which time we had only one meal a day.

None of the rifles shot hit our junk. They

searched each of us before putting us

below. My purse was taken away, with

five taels of silver in it. They also took

about eleven dollars' worth of clothing

from us while we were in the hold. Two

junks were taken from me. I saw

the men who searched me if I saw

them again. The pirates are not of

them. The pirates used my junk in at

attacking another boat on the morning of the 30th. I heard firing from my junk and heard the men from the other pirates boat

being taken on board my junk and

hurled down in one of the holds. The

place where we were attacked is about

20 miles from Hongkong.

The *Singapore Free Press* says:—The N. L. steamer *Cycles* which arrived at Singapore on the 29th ult. from Amoy with 575 deck passengers had two cases of small-pox on board. No notification of this was given to the proper authorities under the steamship Act.

On the 7th inst. on "Clothing in Japan"; whilst other lectures on trade matters will be given twice or thrice a month.

THE CHINA MAIL.

PROGRESS IN FORMOSA.—The s.s. *Feeches*

brought Mr Spence from Tamsui, and Mr.

Kolding, the Danish electrician and engineer

who has successfully carried on a great deal

of telegraph engineering in China. The

cable from Amoy (Formosa) to the Pescadores

has been picked up again, recently,

by the *Feeches*, and relaid satisfactorily.

It is a great pity it has not been extended

to Amoy from the Pescadores. The land

telegraph line from Taipeh to Taiwanfo

is about half finished now; it is being carried

on under native superintendence. Mr.

Liu, the Chinese engineer, having assisted

Kolding when the latter gentleman put up

the line between Taipeh and Veeling.

The building of the railway between the

two last-mentioned places is being pushed

forward at fairly good speed.—*Singapore*

Mercury.

THE CHINA MAIL.

THE CH

## Mails.

## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE.  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE Steamship *RELIEF* will be  
despatched for San Francisco via  
Yokohama, on TUESDAY, the 10th  
January, 1888, at 3 p.m.

Connection is made at Yokohama  
with Steamers from Shanghai and Japan  
ports.

All Parcel Packages should be marked to  
address in full; and same will be received at  
the Company's Office, until 5 p.m. the  
day previous to sailing.

First-class Fares granted as follows:

To San Francisco . . . . . \$200.00

To San Francisco and return, 1 month . . . . . 360.00

To Liverpool . . . . . 330.00

To London . . . . . 330.00

To other European points at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Offices, addressed to the Collector  
of Customs, San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 504, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, December 20, 1887. 2474

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH to NEW YORK, VIA  
OVERLAND RAILWAYS, and TOUCHING  
AT YOKOHAMA, and SAN FRANCISCO.

THE U. S. Mail Steamship *CITY  
OF PEKING* will be despatched  
for San Francisco via Yokohama, on  
SATURDAY, the 21st Proximo, at 3 p.m.,  
taking Passengers and Freight for Japan,  
the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Damerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:

To San Francisco . . . . . \$200.00

To San Francisco and return, 6 months . . . . . 360.00

To Liverpool . . . . . 330.00

To London . . . . . 330.00

To other European points at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

For further information as to Passage  
or Freight, apply to the Agency of the  
Company, No. 504, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, December 20, 1887. 2488

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE.

THE CANADIAN-PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*,  
3,651 Tons Register, L.t., Com-  
mander, will be despatched for YAN-  
COURVER, B.C., and KOBE and YOKO-  
HAMA, on FRIDAY, the 27th January,  
1888, at 3 p.m.

To be followed by S.S. *BATAVIA*,  
on the 28th February, and S.S. *PAINTED  
HORN*, on the 24th March.

Connection will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with San Fran-  
cisco by the regular Steamers of the  
PACIFIC COAST STEAMSHIP COMPANY.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of Steamers.

First-class Fares granted as follows:

To Vancouver, B.C. . . . . \$160.00

To Victoria and San Francisco . . . . . 175.00

To all common points in Can-  
ada and the United States . . . . . 200.00

To Liverpool . . . . . 300.00

To London . . . . . 305.00

To other European points at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese and Japanese  
Customs, to be obtained on application.

Consular Invoices to accompany Cargo  
destined to points in the United States,  
should be sent to the Company's Offices,  
addressed to Mr. D. E. BROWN, District  
Agent, Vancouver, B.C.

Freight will be received on board until  
4 p.m. on the 26th January, 1888.

All Parcels must be sent to our Office  
and should be marked to address in full;  
and the same will be received by us until  
5 p.m. the day previous to sailing.

For information as to Passage or Freight,  
apply to ADAMSON, BELL & CO.,  
Agents.

Hongkong, December 24, 1887. 2502

## Mails.

## INTIMATIONS.

## PUBLICATIONS.

## "CHINA MAIL" OFFICE.

CHINA REVIEW—published once in  
Two Months.  
OVERLAND CHINA MAIL—for every  
Weekly Mail.  
CHINA MAIL—Every Day.

Orders for Printing and Book binding  
promptly executed at MODERATE CHARGES.

CHINA MAIL OFFICE,  
2, Wyndham Street (behind the Club.)

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH  
MORNING STAR

Runs DAILY as a Ferry-Boat between  
Pedder's Wharf and Tsim-Tsui at the  
following hours. This Table will  
take effect from the 17th OCTOBER, 1887.

WEEK DAY SUNDAY

Leave Kowloon 6 A.M. Leave Kowloon 6 A.M.  
6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.  
8.00 . . . . . 7.30 . . . . . 8.00 . . . . .  
8.50 . . . . . 9.00 . . . . . 10.15 . . . . .  
9.40 . . . . . 10.15\* . . . . . 10.40 . . . . .  
10.30\* . . . . . 12.30 P.M. 11.00 . . . . . NOON

12.45 P.M. 1.00 . . . . . 12.30 P.M. 1.00 P.M.

1.30 . . . . . 2.00 . . . . . 1.30 . . . . . 2.00

2.20 . . . . . 3.00 . . . . . 2.30 . . . . . 3.00

4.15 . . . . . 4.30 . . . . . 4.15 . . . . . 4.30

\* There will be no Launch on Monday  
and Friday, on account of ebbing.